

Rural Non-MPO - Federal Transportation Improvement Program

(Dollars in Thousands)

Transit System

DIST: VA	COUNTY: Various Counties	TITLE (DESCRIPTION):	MPO Aprv: / /
ROUTE:	PM:	Federal Transit Administration 5309 Prog (Scope: Purchase replacement buses and provide capital assistance for bus related equipment and facilities. Projects are consistent with 40 CFR Part 93.126, 127, 128, Exempt Table)	State Aprv: / /
PPNO:	KP:		Federal Aprv: / /
EA:	MPO ID: 5309		
CTIPS ID: 230-0000-0073			
IMPLEMENTING AGENCY: Various Agencies	PRJ MGR:		EPA TABLE II or III EXEMPT CATEGORY:
	PHONE:		Purchase new buses and rail cars to replace exist.

PROJECT VERSION HISTORY (Printed Version is Shaded)

Version	Status	Official Date	Updated By	Change Reason	Amend No.	Dollars in Thousands - Total For Project						
						Prog Con	Prog RW	PE				
2	Active	08/19/2005	MPOBAGDE	Amendment - Cost/Scope/Sch. Change	11	584						
1	Official	09/10/2004	MPOBAGDE	Adoption - New Project		90						
				PRIOR	04/05	05/06	06/07	07/08	08/09	09/10	BEYOND	TOTAL
• Fund Source 1 of 3			PE									
• Fund Type: FTA5309(c) - Bus			RW									
• Funding Agency: Various Agencies			CON			374						374
			TOTAL			374						374
				PRIOR	04/05	05/06	06/07	07/08	08/09	09/10	BEYOND	TOTAL
• Fund Source 2 of 3			PE									
• Fund Type: Local Transportation Funds			RW									
• Funding Agency: Various Agencies			CON			16						16
			TOTAL			16						16
				PRIOR	04/05	05/06	06/07	07/08	08/09	09/10	BEYOND	TOTAL
• Fund Source 3 of 3			PE									
• Fund Type: STA Transit Assist			RW									
• Funding Agency:			CON			194						194
			TOTAL			194						194
Project Total				PRIOR	04/05	05/06	06/07	07/08	08/09	09/10	BEYOND	TOTAL
			PE									
			RW									
			CON			584						584
			TOTAL			584						584

Comments:

***** Version 2 - 08/19/2005 *****

Modifies lump sum to add \$300,000 in FY 2004/05 per request from the Mendocino Transit Authority dated August 12, 2005.

***** Version 1 - 08/13/2004 *****



SERVING MENDOCINO COUNTY SINCE 1976

Mendocino Transit Authority

August 12, 2005

via FAX

Rachel Falsetti
Office of Federal Programs
CalTrans, Sacramento

**RE: Programming of funding for the
Fort Bragg Bus Storage Facility Project**

Dear Rachel,

The purpose of this letter is to request that CalTrans program \$300,000 of FTA 5309 funds in the FTIP for the above project. A brief project description follows. A spreadsheet showing the existing budget is attached separately. A letter documenting a congressional extension of the FTA 5309 funding for the project is being FAXed .

A. Background

The Mendocino Transit Authority (MTA) provides bus service to residents of the Mendocino Coast, as well as for other portions of Mendocino County. Currently, MTA operates three bus routes based in Fort Bragg: the 5 BraggAbout offering local service within the City of Fort Bragg; 60 The Coaster which provides service between Fort Bragg, the community of Mendocino, and the Navarro River; and 65 OC Rider which provides service between Mendocino, Fort Bragg, Willits, Ukiah, and Santa Rosa. MTA also provides dial-a-ride service in Fort Bragg. Currently, all MTA vans, as well as employee's vehicles, are parked in The Boatyard Center (a privately owned shopping center) parking lot with no fencing or other means of security. The following eight vehicles are stored overnight at this facility:

- 2 dial-a-ride (DAR) vehicles. DAR vehicles are cutaway vans (Ford E350 Truck Chassis with a floor, body, seats, etc. installed by a manufacturer). They have a wheelbase of 138 inches and a Gross Vehicle Weight Rating (GVWR) of 10,700 pounds.

- 2 buses. These buses are also cutaway vans (Ford M450 Truck Chassis), but are slightly larger with 176-inch wheelbase and GVWR of up to 14,050 pounds.
- 2 medium-duty buses. This is a larger cutaway van with a wheelbase of 233 inches and GVWR of 19,500 pounds.
- 1 minivan used as a spare DAR vehicle and as a staff car.
- 1 older minivan used as a staff vehicle for clearing shelters.
- Up to 8 employee vehicles

In addition, the 30 foot MTA trolley is periodically in Fort Bragg for charter trips.

An unsecured shopping center parking lot is not a logical location for overnight storage of publicly owned vehicles. Many instances of theft and damage have occurred. The principal aims of the project include providing:

- The appropriate and secure storage of its publicly owned fleet of vehicles,
- Convenient public access for disabled ID cards, lost & found and ticket sales, and
- Adequate space for MTA employees.

B. Proposed Project

MTA proposes to remodel an existing auto repair shop on the south-east corner of East Spruce and North Franklin Streets in Fort Bragg. The project would include the following components:

- The existing 3,800 square feet building is divided into approximately 3,000 square feet of working shop bays and 800 square feet of office space. The office space would be reconfigured into a supervisor's office, a public lobby with a counter and seating, and a drivers' room with tables, chairs, kitchen fixtures, restroom, lockers, mailboxes, and bulletin board. The driver's room would also be used for evening training/employee meetings.
- The remaining 3,000 square feet is currently divided into five enclosed working shop bays. MTA may leave this layout unchanged as assumed in the site plan. MTA will consider removal of the entire north wall which would

allow for parking up to eight vehicles, if feasible from a structural standpoint.

- The east end of the shop area would be used on a minimal and irregular basis for minor vehicle repairs. Although major repair work would continue at the Ukiah facility, MTA maintenance personnel and North Coast drivers sometimes are required to perform minor repairs, more than half of which are electrical (e.g. changing fuses or headlights) and tires. This work can best be performed in an area that is not subject to rain and fog. Space would be needed to store some supplies, tools and equipment.
- Off-street parking space for 8 employee vehicles, 8 oversized spaces for buses, and 2 public spaces.
- The site would be fenced and supplied with a rolling gate at the east entrance to prevent public access. Public access would be from Spruce Street near the north-west corner of the site through another gate which also functions as the exit.
- A sidewalk will be retained along the site's frontage on Spruce Street and North Franklin Street.
- As required by the City's Use Permit, MTA would plant some climbing vines inside the fence in order to screen the project from adjacent streets and provide some interest and color in this industrial area.

C. Project Location and Size

The site is bordered by North Franklin Street on the east, and East Spruce Street on the north. The site is near the north end of Franklin Street which is a major commercial arterial in Fort Bragg. The general area is zoned and includes heavy industrial development along North Franklin Street. Adjacent land uses are outlined below:

- To the west are two buildings housing auto service businesses, Pacific Auto Body and Fort Bragg Towing. One can also see the Spruce and Main Street intersection to the north-west.

- To the north, across Spruce Street, the entire block is used by the California Department of Forestry (CDF). Their large office building is at the corner of Main and their vehicle storage yard is directly across the street from the site.
- To the east across North Franklin are three petroleum distributors, Pacific Pride Commercial Fueling, Mendocino Coast Petroleum and another Pacific Pride facility.
- To the south is a partly vacant building used as a distribution center.

The property being considered for the project includes one single parcel of 13,500 square feet. The owner is Norman (Pete) Walker, according to the preliminary Title Report. Assessor's Parcel Number is 008-044-18.

The project will be a minor remodeling of an existing building. The footprint of the building will not be changed. Land will be purchased only from a willing seller and will not be condemned.

D. Project Sponsorship and Funding Sources

This is a project of the Mendocino Transit Authority with a total budget of \$789,179. Funding would be provided by \$252,537 from the FTA Section 5311 Intercity Bus program, \$300,000 from an FTA Section 5309 earmark, \$193,212 from State Transit Assistance, and \$43,429 from MTA's Capital Reserve (Transportation Development Act). Please refer to the spreadsheet which is also attached to this email. The second (middle) tab provides a good summary.

The earmarked funds, for which MTA is requesting programming, are included in a letter from Congress dated March 3, 2005. This letter has been sent to you via FAX. Please call if you are unable to read it.

Rachel, other than the programming of the 5309 funds and final documentation of a categorical exclusion under NEPA which has already been written, MTA is ready to present an offer to the willing property owner. Thus, expeditious handling of this request would be deeply appreciated.

Sincerely,

A handwritten signature in cursive script, appearing to read "Bruce Richard". The signature is written in dark ink and is positioned above the typed name.

Bruce Richard,
General Manager
Mendocino Transit Authority



SERVING MENDOCINO COUNTY SINCE 1976

Mendocino Transit Authority

August 25, 2005

via FAX

Mr. Abhajit Bagde
Office of Federal Programs
CalTrans, Sacramento

Dear Mr. Bagde,

Per your request, the following is a summary of public participation in the Mendocino Transit Authority's Fort Bragg Bus Storage Facility project. This is an excerpt from the environmental documentation report which I updated today.

Planning Process

In October 2003, MTA prepared a Site Selection Criteria report. This report identified a variety of criteria that would be used to select candidate sites for the facility. The principal criteria were adequate size, a central Fort Bragg location (i.e., located between the Noyo River and Pudding Creek), proximity to an existing bus route(s), zoning for commercial or industrial use, reasonable cost, minimal environmental effects, and a willing seller.

Using these criteria, MTA and its consultants prepared a report titled "Potential Sites for the Fort Bragg Bus and Passenger Facility" (November 26, 2003). This report identified four potential sites. On February 5, 2004, the MTA Board of Directors directed MTA staff to proceed with the CEQA/NEPA review of the selected site, and, if acceptable, to proceed with obtaining a use permit, coastal development permit, and design review from the City of Fort Bragg (the City). The City had requested that MTA be the Lead Agency as regards CEQA/NEPA review and that the CEQA/NEPA review be completed prior to submitting applications for the two permits and design review. That initial report was prepared by Leonard Charles and Associates (LCA) under contract to MTA and with MTA staff input.

In October 2004, MTA stopped work on the selected site and considered the site of CalTrans' Highway Maintenance property at the north end of Franklin Street. Because of the timing the

project, the CalTrans site was determined to be infeasible. In April 2005 another property became potentially available. Since then, MTA staff and consultants have completed all due diligence work and MTA staff has prepared this environmental report.

Public Involvement

Public Hearings for grant applications for the proposed project were held by the MTA Board on February 28, 2001, May 23, 2002 and June 10, 2004. The project was discussed in open public session in 2003 on June 12*, August 14, September 11*, October 9*, November 13, and December 11*. In 2004, the project was discussed in open public session on January 8*, February 12*, March 11, April 8*, May 13*, July 8, August 12, September 9*, October 14*, and December 9*. In 2005, the project was discussed in open, public session on January 13*, February 10*, May 12*, June 9, July 14*, and August 11. (An * indicates the meeting was held in Fort Bragg.)

MTA Board agendas are always available on MTA's web site, and are sometimes published in the Fort Bragg Advocate News.

A Notice of the initial report on environmental conditions was mailed to all property owners within 300 feet of the proposed project prior to a Board of Directors meeting in Fort Bragg on April 8, 2004. At that meeting several local residents expressed opposition to the project because of its location at 810 South Franklin Street, near or adjacent to residential uses. Since the project would have been permitted with a Use Permit, MTA proceeded with the project, hired a design team to produce a facility that would fit in the neighborhood and scheduled a community forum to help guide that design.

In October 2004, based on suggestions of neighbors, MTA stopped work on the South Franklin site to investigate the feasibility of purchasing the CalTrans Maintenance Yard at the north end of Franklin Street. At their meeting on February 10, 2005, the MTA Board directed staff to stop investigating the CalTrans site and to resume work on the South Franklin site. In late April 2005, MTA staff were contacted by the owner of property on the corner of East Spruce and North Franklin Street who expressed an interest in selling. At the May 12, 2005 meeting in Fort Bragg, the Board authorized staff to investigate the feasibility of that site, and at the June 9 meeting, the Board directed staff to proceed with due diligence work.

On June 23, 2005, MTA submitted an application for a Use Permit for the project and posted a notice of that application at the Spruce & Franklin location. In July, 2005, the Fort Bragg Community Development Department mailed the Use Permit

application to neighbors within 500 feet of the project. On August 10, the Fort Bragg Planning Commission held a public hearing on the Use Permit and approved it unanimously. Included in the staff report was the environmental determination, "this project has been determined to be exempt from further environmental review pursuant to Section 15301 of the CEQA Guidelines - Class 1 - Existing Facilities."

Should you require any additional information, please do not hesitate to call or email me.

Sincerely,

A handwritten signature in cursive script, reading "Bruce Richard". The signature is written in dark ink and is positioned above the printed name and title.

Bruce Richard,
General Manager